Enclosure 5

Chicago Transit Authority

RPM Project
Agency Environmental Impact Statement (EIS) Scoping Meeting Agenda

January 24, 2011
10:30 AM
CTA Offices - 567 West Lake Street
Conference Room 2A

- **Sign-in**

- **Welcome and Introductions**

- **Presentation**
  - Project Overview and Timeline
  - Federal Environmental Review Process – Tiered EIS Approach
  - Evaluation Criteria for an EIS
  - Project History and Vision Study
  - Project Description, Purpose and Need
  - Alternatives proposed for study in the EIS

- **Open Discussion**
  - Alternatives
  - Potential Impacts
  - Participating Agency Permits/Requirements

- **Next Steps**

NORTH RED AND PURPLE MODERNIZATION PROJECT

rpm Modernization

Improving your commute. Improving your community.

Environmental Impact Statement Scoping Information

January 2011

INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make improvements, subject to the availability of funding, to the North Red and Purple Lines. The improvements are proposed to bring the existing transit stations, track systems and structures into a state of good repair from the track structure immediately north of Belmont station to the Linden terminal (9.5 miles). This project is one part of CTA's effort to extend and enhance the entire Red Line. CTA and the Federal Transit Administration (FTA) will be preparing a Tier 1 Environmental Impact Statement (EIS) that will evaluate the environmental impacts of the project.

PURPOSE OF THE EIS AND SCOPING PROCESS

In accordance with the National Environmental Policy Act (NEPA), CTA and FTA have initiated the environmental review process for the North Red and Purple Modernization (RPM) project. A Tier 1 EIS will be prepared to identify potential impacts related to project construction and operation.

This Tier 1 EIS is proposed to identify and analyze the plan for all potential corridor-wide improvements that could be implemented as part of RPM. Subsequent more specific project level NEPA analysis may be prepared if required prior to final design and construction of discrete but related projects. The subsequent analyses would reference and build upon this Tier 1 EIS. This approach allows CTA along with the community to consider cumulative effects within the entire project corridor, prioritize project components and plan for efficient construction phasing. Completion of the NEPA process also allows CTA to be prepared for any future federal funding opportunities.

As part of the initial phase of the environmental process, CTA and FTA will host public scoping meetings to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis.

The process of determining the scope, focus and content of an EIS is known as "scoping." Scoping meetings provide a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.

ENVIRONMENTAL ANALYSIS

Environmental issues to be examined in the Tier 1 EIS include:

- Land acquisition, displacements and relocations
- Cultural and historic resources
- Neighborhood compatibility and environmental justice
- Land use
- Parklands/recreational facilities
- Visual and aesthetic impacts
- Noise and vibration
- Zoning and economic development and secondary development
- Transportation
- Safety and security
- Energy use
- Wildlife and ecosystems
- Natural resources (including air quality and water resources)

PROJECT OVERVIEW

After nearly 100 years of reliable service, the North Red and Purple Lines infrastructure is significantly past its useful life. Constructed between 1900 and 1922, these two lines provide a backbone of service to neighborhoods along the north lake shore. Together, the North Red and Purple Lines carry over 128,000 rail trips on an average weekday. This heavily relied upon transit service carries over 19 percent of all CTA rail trips on weekdays and 23 percent of all CTA rail trips on the weekend.

CTA and the Federal Transit Administration (FTA) have initiated this federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing a Tier 1 Environmental Impact Statement (EIS) for the project. A Tier 1 EIS addresses broad, overall corridor issues such as general location, mode choice, land use impacts, and cumulative effects.

Vision Study

The Tier 1 EIS will build upon the North Red and Purple Lines vision study that occurred from fall 2009 to fall 2010. That study identified a range of options that addressed the project's purpose and need to varying degrees and in various ways. The vision study

provided many opportunities for the public to be involved, including four public meetings, a webpage, a comment period and a direct mail survey. This early public participation in the project resulted in over 1,100 public comments that helped shape the project alternatives proposed for study in the EIS.

PROJECT PURPOSE AND NEED

The purpose of the North Red and Purple Modernization project is to:

- Bring the existing crucial transit asset into a state of good repair
- Reduce travel times
- Improve access to job markets and other destinations
- Respond to past shifts in travel demand
- Better use existing transit infrastructure
- Provide access to persons with disabilities
- Support the area's economic development initiatives and current transit supportive development patterns

The need for the project is based on the following considerations:

- The infrastructure is significantly past its useful life — most of it was constructed between 1900 and 1922
- Much of the infrastructure is dilapidated and continued degradation could increase the cost of maintenance and compromise service in the future
- The community relies on these facilities for all trip types including work access and reverse commutes
- Improvements are needed to make stations ADA accessible — only 6 of the 21 stations are currently ADA accessible
- Transit trip times are delayed and unreliable due to antiquated infrastructure
- The volume of passengers — over 128,000 on an average weekday representing over 19 percent of all CTA rail trips on weekdays and 23 percent of all rail trips on weekends — cannot be accommodated on the currently congested road network or through bus transportation alternatives
- The project area population is growing and is highly transit-reliant and diverse

PROJECT ALTERNATIVES TO BE EVALUATED IN THE EIS

The Tier 1 EIS will include an evaluation of the following alternatives:

- No Action
- Basic Rehabilitation
- Basic Rehabilitation with Transfer Stations
- Modernization 4-Track
- Modernization 3-Track
- Modernization 2-Track Underground

Public input received during scoping will help confirm and/or revise these alternatives. Other alternatives may also be identified in the scoping process. These alternatives are explained on the following pages and summarized in a comparison table.

PROJECT AREA

Evanston Branch

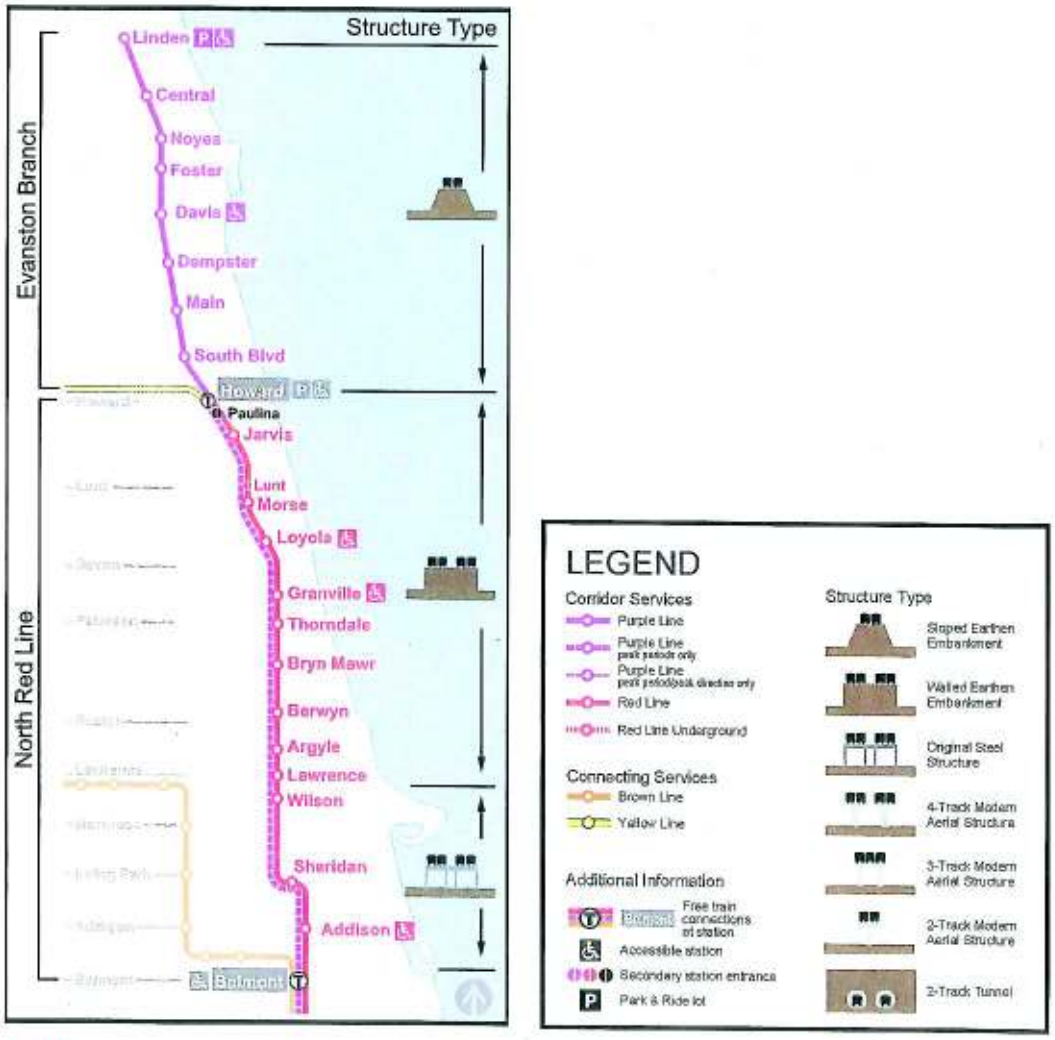
The Evanston Branch, between Linden Terminal and Howard Station, is the northern section of the study area and is approximately 3.8 miles long. This segment currently has 2 operating tracks with 8 stations (not including Howard).

North Red Line

The North Red Line, between Belmont Station and Howard Station, is the southern section of the study area and is approximately 5.8 miles long. This segment currently has 4 operating tracks with 13 stations.

NO ACTION ALTERNATIVE

The No Action Alternative would maintain the status quo. This alternative would include the absolute minimum repairs required to keep the Red and Purple Lines functional. Travel patterns would remain the same. Travel times would likely continue to increase and service reliability would continue to degrade due to the need to safely operate on systems not considered in a state of good repair. Additional ADA access would not be provided. Minor repairs and upgrades would be made using current capital funding levels. The No Action Alternative is used as a basis for comparison for the other alternatives.

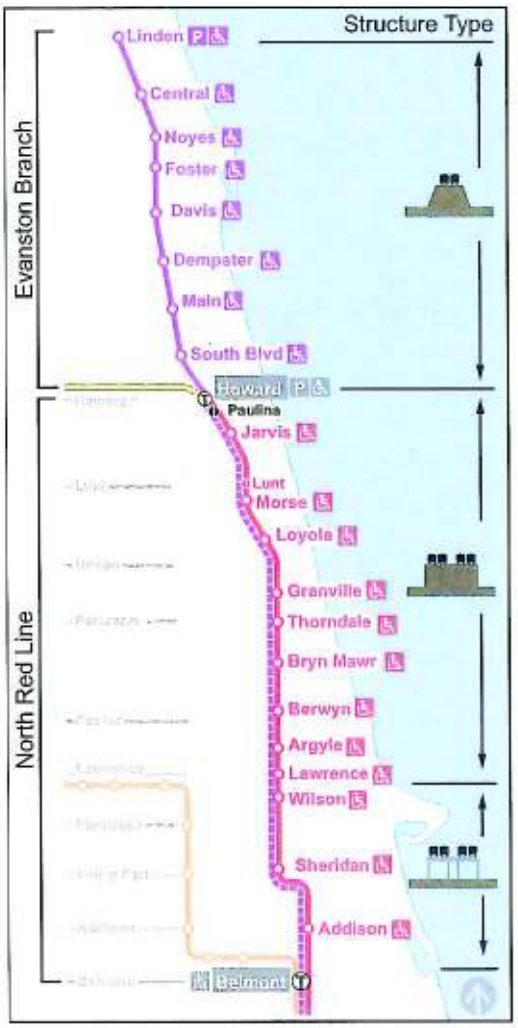


BASIC REHABILITATION ALTERNATIVE

This alternative includes a strategic mix of repairs, rehabilitation, and replacement to bring Evanston Branch and the North Red Line into a state of good repair. It would provide adequate service for the next 20 years. The stations, viaducts, and other structural elements would not be brought up to modern standards and would only meet minimal ADA requirements. Upgrades would be made to signals and communication systems.

Evanston Branch

Only one station would be renovated to accommodate 8-car trains; all others would receive minor or major repairs in order to accommodate ADA requirements. This alternative consists of upgrades to existing structures primarily within the existing CTA right-of-way and maintenance of the existing overall track alignment and station configurations. The current sloped embankment structure would be maintained with repairs and viaduct replacement as required.



North Red Line

Five stations would be fully renovated; all others would receive minor or major repairs in order to accommodate ADA requirements. This alternative consists of upgrades to existing structures primarily within the existing CTA right-of-way and maintaining the existing overall track alignment and station configurations. Current embankment structures would be maintained and upgraded. Express service with no stops between Howard and Belmont would continue to be provided in both directions during peak periods.

BASIC REHABILITATION WITH TRANSFER STATIONS ALTERNATIVE

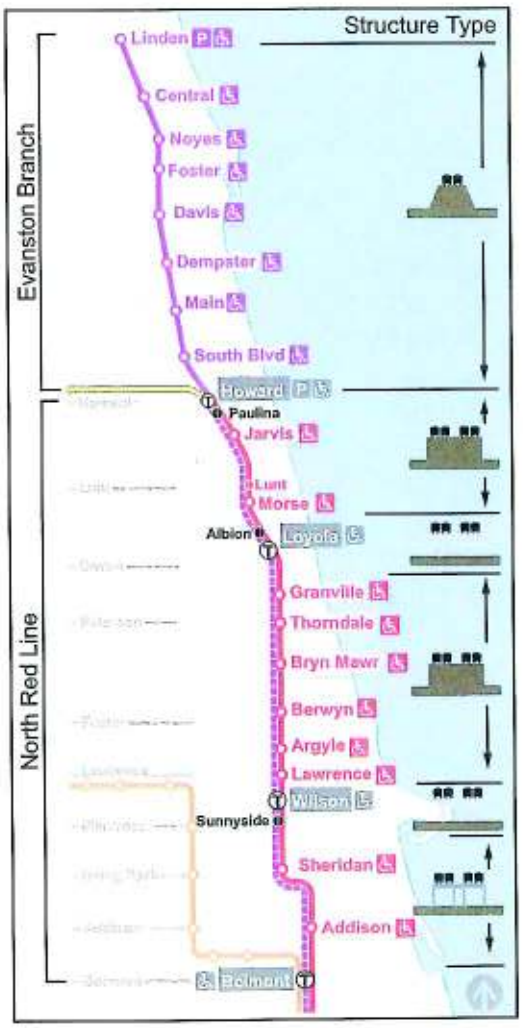
This alternative includes all of the elements of the Basic Rehabilitation Alternative plus new transfer stations at Wilson and Loyola.

Evanston Branch

Same as Basic Rehabilitation Alternative in this segment for this alternative.

North Red Line

In addition to including all of the elements of the Basic Rehabilitation Alternative, this alternative adds new transfer stations at Wilson and Loyola in this segment. The existing embankment structure would be replaced with a modern concrete aerial structure along the one mile of associated structures at the new transfer stations. Current embankment structures would be maintained and upgraded in all other areas. The new transfer stations and one mile of associated structures would have a useful life of 60-80 years; the rest of the improvements would have a useful life of 20 years. Additional access to express service would be possible at the two new transfer stations. This alternative would allow for potential expanded hours of express service.

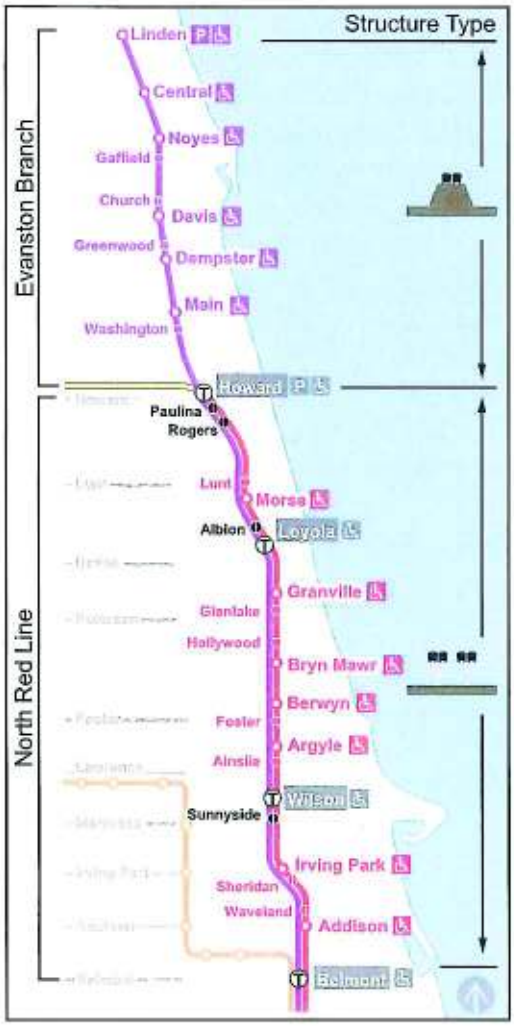


MODERNIZATION 4-TRACK ALTERNATIVE

This alternative would provide modern amenities at stations, extend the useful life of the system for the next 60-80 years, increase speed and reliability, and address safety and accessibility concerns. This alternative would require significant right-of-way acquisitions.

Evanston Branch

Stations would be reconstructed or renovated to meet modern standards for accessibility and safety including modern platform widths and clear lines of sight, in addition to being expanded to accommodate 8-car trains. Reconstruction of elevated structures and viaducts would bring them up to modern standards including clearances for cross streets underneath viaducts. The current sloped embankment structure would be reconstructed and viaducts would be replaced as required. Minimal acquisition would be required to straighten curves that currently slow service. The potential exists to consolidate stops while providing additional access points; examples of this could include: adding a Washington entrance to Main station and removing South Boulevard station; and adding a Gaffield entrance to Noyes station and a Church entrance to Davis station and removing Foster station.



North Red Line

Stations would be reconstructed or renovated to meet modern standards for accessibility and safety including modern platform widths and clear lines of sight. This alternative would provide express and local service in both directions by maintaining 4-tracks. This alternative would allow for potential expanded hours of express service. Substantial additional right-of-way would be required to increase platform widths and provide clear lines of sight, as well as to straighten curves that slow service. This alternative would replace the existing embankment structure with a modern concrete aerial structure. The potential exists to consolidate stops, while providing additional access points; examples of this could include: adding an Ainslie entrance to Argyle station and removing Lawrence station; adding a Glenlake entrance to Granville station and a Hollywood entrance to Bryn Mawr station and removing Thorndale station; and providing additional access to Howard station at Rogers Avenue and removing Jarvis station.

MODERNIZATION 3-TRACK ALTERNATIVE

This alternative would provide modern amenities at stations, extend the useful life of the system for the next 60-80 years, increase speed and reliability, and address safety and accessibility concerns. This alternative would remove one of the four tracks in the North Red Line corridor.

Evanston Branch

Same as Modernization 4-Track Alternative in this segment for this alternative.

North Red Line

Stations would be reconstructed or renovated to meet modern standards for accessibility and safety including modern platform widths and clear lines of sight. This alternative would generally stay within the existing right-of-way and would eliminate of one of the four existing tracks between Belmont and Howard to accommodate wider platforms. Local service would be offered in both directions at all times and express service would be offered inbound in the morning and outbound in the evening; no reverse commute express service would be provided. Some right-of-way acquisition would be required to straighten curves that currently slow service. This alternative would replace the existing embankment structure with a modern concrete aerial structure. The potential exists to consolidate stops, while providing additional access points; possibilities would be the same as for the Modernization 4-Track Alternative.

MODERNIZATION 2-TRACK UNDERGROUND ALTERNATIVE

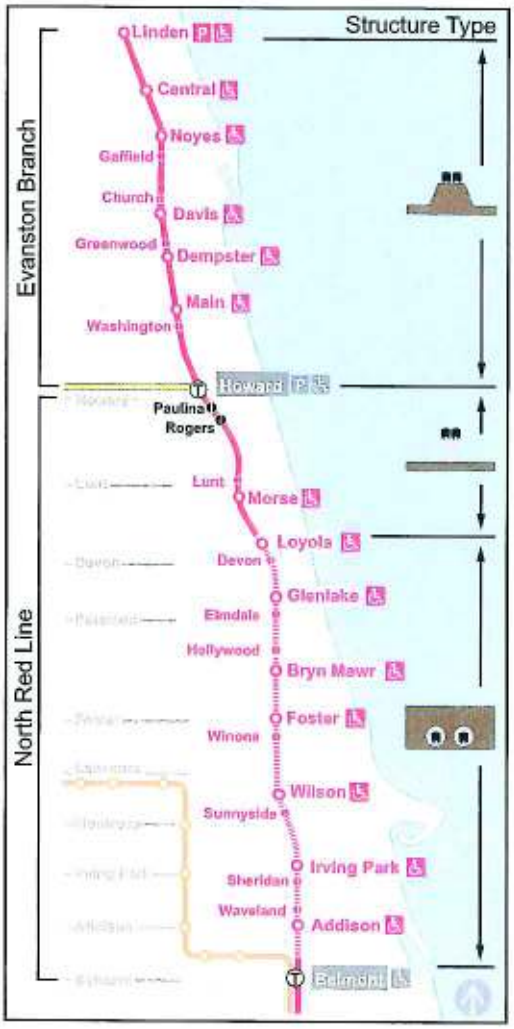
This alternative would provide modern amenities at stations, extend the useful life of the system for the next 60-80 years, increase speed and reliability, and address safety and accessibility concerns. This alternative would operate underground in a new 2-track alignment in place of the current 4-track alignment in the North Red Line segment.

Evanston Branch

Same as Modernization 4-Track Alternative in this segment for this alternative.

North Red Line

This alternative would replace a significant portion of the existing 4-track elevated rail structure and embankment with a below-grade 2-track alignment. This alternative would provide a single more frequent local service in both directions between Linden and Belmont in this corridor; no express overlay service would be provided. The alternative alignment would begin north of Belmont and transition below ground, proceeding underneath the northbound Brown Line tracks. The alignment would continue northward generally following Sheffield/Sheridan to the intersection of Sheridan and Broadway, and then proceed north underneath Broadway until it transitions back to the elevated alignment just north of Loyola. Due to the grade separation of trains where the Brown and Red Line intersect, this alternative provides for the greatest potential capacity. Subway stations would be constructed at Addison, Irving Park, Wilson, Foster, Bryn Mawr, Glenlake, and Devon/Loyola. The current 4-track elevated embankment alignment between Loyola and Howard would be replaced with a 2-track alignment on a modern concrete aerial structure. This alternative would require right-of-way acquisition outside of the existing Red Line alignment for station entrances and auxiliary structures. Curves would be straightened and new subway stops would be located to maximize train speed. The potential exists in the remaining elevated alignment to provide additional access to Howard station at Rogers Avenue and remove Jarvis station.



RED PURPLE MODERNIZATION | ALTERNATIVE COMPARISON

	NO ACTION	BASIC REHABILITATION	BASIC REHABILITATION WITH TRANSFER STATIONS
OVERVIEW			
Capital Cost	~$280 million	~$2,400 million	~$2,900 million
Longevity	Continued degradation	20 years	20 years (60-80 at transfer stations)
Accessibility	No improvement	Meets minimal requirements	Meets minimal requirements, improvements a transfer stations
Speed	Continued degradation	Short-term slow zone reduction	Short-term slow zone reduction
EVANSTON BRANCH			
Service & Operation	Continued degradation	No improvement	Potential for more through service to Chicago
Platform Length	6 cars	6 cars	6 cars
Stations Amenities	Continued degradation	ADA and all stations in minimal state of good repair. Narrow platforms retained	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Continued degradation at all but 3 to be replaced viaducts	Repaired or replaced for minimal state of good repair	Repaired or replaced for minimal state of good repair
Curves	No improvement	No improvement	No improvement
Stop Consolidation	No change	No change	No change
Total # Station Entrances	8	8	8
NORTH RED LINE			
Service & Operation	Continued degradation	No improvement	Express service access at Loyola and Wilson. Potential for more express service
Number of Tracks	4 tracks	4 tracks	4 tracks
Stations Amenities	Continued degradation	ADA and all stations in minimal state of good repair. Narrow platforms retained	ADA and all stations in minimal state of good repair. Narrow platforms retained. Modern amenities at transfer stations
Track Structures	Continued degradation	Repaired or replaced to achieve minimal state of good repair	Repaired or replaced to achieve minimal state of good repair
Curves	No improvement	Modified at Sheridan	Straightened at Loyola. Modified at Sheridan
Transfer Stations	No improvement	No improvement	New at Loyola and Wilson
Stop Consolidation	No change	No change	No change
Total # Station Entrances	15	15	17
Right of Way Acquisition	None Expected	Minimal. Some required at Sheridan curve	Acquisition required at Loyola Transfer Statio and Sheridan curve

MODERNIZATION 4-TRACK	MODERNIZATION 3-TRACK	MODERNIZATION 2-TRACK UNDERGROUND
~$4,200 million	~$4,000 million	~$4,000 million
60-80 years	60-80 years	60-80 years
Fully addresses safety and accessibility concerns	Fully addresses safety and accessibility concerns	Fully addresses safety and accessibility concerns
Faster speeds throughout corridor	Faster speeds throughout corridor	Faster speeds throughout corridor
Potential for more through service to Chicago. Faster service	Express service to Chicago would be provided only in the peak direction. Operational concerns could reduce reliability and increase costs. Faster service	A single service would be provided that would continue into Chicago during normal operating hours. Faster service
8 cars	8 cars	8 cars
ADA and modern amenities at all stations including wider platforms	ADA and modern amenities at all stations including wider platforms	ADA and modern amenities at all stations including wider platforms
Replacement of all but recently built	Replacement of all but recently built	Replacement of all but recently built
Straightened at Davis and Foster	Straightened at Davis and Foster	Straightened at Davis and Foster
Alternative access provided for removed stops at Foster and South Blvd	Alternative access provided for removed stops at Foster and South Blvd	Alternative access provided for removed stops at Foster and South Blvd
10	10	10
Express service access at Loyola and Wilson. Potential for more express service. Reduced travel times on both services	Express service access at Loyola and Wilson. Reduced travel times on both services. Operational concerns could reduce reliability and increase costs of service	Single service makes all stops. Reduced travel times and more frequent trains on the single service. Lowest expected operating cost
4 tracks	3 tracks	2 tracks
ADA and modern amenities at all stations including wider platforms	ADA and modern amenities at all station including wider platforms	ADA and modern amenities at all stations including wider platforms. Enclosed station in underground section
Replacement of all structures and embankment with modern aerial concrete structure	Replacement of all structures and embankment with modern concrete aerial structure	Replacement of all structures and embankment with modern aerial concrete structure and tunnels
Straightened at Loyola, Montrose, Sheridan, and Addison	Straightened at Loyola, Montrose, Sheridan, and Addison	Straightened at Loyola. No straightening needed in tunnel
New at Loyola and Wilson	New at Loyola and Wilson	All stations serve single service
Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence	New stopping pattern. Alternative access provided for removed stop at Jarvis
21	21	19
Acquisition required at most station locations and curves	Acquisition required at Sheridan and Loyola stations and curves	Acquisition for support structures and station entrances

PUBLIC PARTICIPATION

Throughout the EIS process, CTA will offer a number of opportunities for you to get involved in the North Red and Purple Modernization project. Whether you want to take an active role in shaping this project or just want to stay informed, CTA looks forward to your participation in the months ahead. To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in this review, CTA is hosting four scoping meetings to collect public input. The input gathered from the scoping meetings will help shape the scope of the project, its design efforts and the assessment criteria used in evaluating improvement options.

Additional opportunities to participate will be provided throughout the environmental review process in order to solicit feedback regarding specific needs and concerns.

HOW TO PARTICIPATE

Attend a Meeting

Monday, January 24, 2011: 6:00 to 8:30 p.m.
Uptown: St. Augustine College
1345 W. Argyle St., Chicago, IL 60640

Tuesday, January 25, 2011: 6:00 to 8:30 p.m.
Edgewater: Nicholas Senn High School
5900 N. Glenwood Ave., Chicago, IL 60660

Wednesday, January 26, 2011: 6:00 to 8:30 p.m.
Rogers Park: New Field Primary School
1707 W. Morse Ave., Chicago, IL 60626

Thursday, January 27, 2011: 6:00 to 8:30 p.m.
Evanston: Fleetwood-Jourdain Community Center
1655 Foster St., Evanston, IL 60201

Oral and written comments can be made at the meeting.

Provide Comments

In addition to the scoping meetings, you have the opportunity to provide written comments on the proposed project alternatives and potential environmental impacts. Comments will be considered in the scoping process if postmarked by February, 18, 2011.

Mail your comments to:

Steve Hands
Strategic Planning & Policy
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602
E-mail: RPM@transitchicago.com
Fax: (312) 681-4195
Comments can be submitted by mail, e-mail, or fax.

Stay Involved

For project information, visit: www.transitchicago.com/rpmproject

If you would like to be added to the project mailing list or e-list for future updates, send your contact information to Jeff Wilson, CTA Government and Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, call (312) 681-2712 or e-mail jwilson@transitchicago.com.

THE DECISION MAKING PROCESS AND NEXT STEPS

After the scoping period, CTA will start preliminary engineering and prepare a Draft EIS. You will have an opportunity to comment on the Draft EIS during a 45-day public comment period. During the review period, CTA will host public hearings to receive comments on the Draft EIS from the public and agencies. CTA will then prepare a Final EIS that includes responses to public comments.

The Federal Transit Administration (FTA) will consider the Final EIS and prepare a Record of Decision (ROD) selecting a preferred alternative. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act (NEPA) and will allow CTA to move forward with identification and prioritization of individual projects within the project area, such as a single station with an associated track structure. Specific projects could then advance more quickly as funding is identified. These projects would need detailed design and may need some additional environmental review, which could include Categorical Exclusions (CE), Environmental Assessments (EA) or Tier 2 EIS, any of which would build on the Tier 1 EIS analysis.

TARGETED PROJECT SCHEDULE

Fall 2009 – Fall 2010	Winter 2011	2011 – 2012	2012	To Be Determined
Vision Study Public Input & Initial Concepts Developed	Public Scoping Meetings January 24, 25, 26 and 27, 2011	Preliminary Engineering (PE) and Draft Tier 1 EIS	Final Tier 1 EIS and Record of Decision (ROD)	Project Level NEPA as Needed (CE/EA/EIS) & PE Final Design & Start of Construction
Completed	Funded	Funding Required	Funding Required	Funding Required

Transit Projects and Your Property

How does CTA acquire private property for a project?

Government programs designed to benefit the public as a whole can result in acquisition of private property and, sometimes, in the displacement of people from their residences, businesses or farms. State and federal constitutions recognize the need for public agencies to purchase private property for public use. Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (The Uniform Act), and amended it in 1987. The Uniform Act, along with state and federal constitutions, authorize this purchase and assure full protection of the rights of each property owner. As a public agency, CTA can purchase private property for public use, such as for a transit project.

How is property appraised and acquired?

CTA is responsible for managing the appraisal and purchase of properties needed for a transit project. If your property, or a portion of it, needs to be acquired, you, the property owner, will be notified as soon as possible of CTA's interest in acquiring your property. An independent appraiser will contact you to make an appointment to inspect your property. The appraiser is responsible for determining the initial fair market value of the property. You, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. The property owner should provide information about improvements to the property and any special features that may affect the value of the property to ensure that they are considered in the appraisal. After the appraisal is completed, CTA will present a written offer for the property based upon the approved appraisal. CTA is legally required to offer an amount that is not less than the market value of the property.

Does CTA assist with relocation for those displaced by the property acquisition?

CTA has a Relocation Assistance Program to provide financial assistance and relocation services for businesses, farms, nonprofit organizations and residential occupants who must move because of a transit project. Occupants are contacted promptly after CTA has presented an offer to the property owner. A CTA representative will assist with the relocation process. CTA's Relocation Program is consistent with all federal and State laws applicable to business and residential relocations.

Will the Red North and Purple Line project require any residential or business relocation?

The land acquisition, displacements and relocations sections of the Environmental Impact Statement (EIS) will present a summary of the potential impacts related to residential and non-residential relocations. The Draft Tier 1 EIS is targeted for public review in 2012, dependent on project funding, and will be available on-line at www.transitchicago.com/rpmproject or you may request an electronic copy by calling (312) 681-2712.

For More Information

For additional information, please contact Jeff Wilson, CTA Government and Community Relations Officer, at (312) 681-2712 or jwilson@transitchicago.com. You may also request a copy of the CTA Property Management and Procedures Manual that describes the agency's land acquisition procedures.

ADA Access

Why is ADA access important?

ADA (Americans with Disabilities Act) improvements provide access to transit services for people who may have difficulty getting to the platform of a CTA station. The elderly, people with disabilities, and people with children and strollers are challenged by using stations with only stairs, steep ramps, slippery surfaces, poor lighting, poor signage, limited tactile definitions, and platforms with limited widths and clearances.

What ADA changes would be done to stations?

Some potential ADA improvements include adding vertical access such as elevators and escalators; adding or improving horizontal access through improved geometrics and clearances on ramps and platforms; improved signage; adding visual and audible way-finding; improved lighting in and around stationhouses; firmer, more defined surfaces; and improved weather protection for customers on sidewalks and platforms.

What ADA access currently exists?

Six of the twenty-one stations on the North Red and Purple Lines are identified as ADA accessible. These stations have been rebuilt over the past three decades and have incorporated various degrees of ADA improvements such as elevators, ramps, tactile platform edges, lighting upgrades, signage improvements, and geometric improvements. The remaining fifteen stations have limited accessibility for the elderly, people with disabilities, and people with children and strollers.

Narrow platform at Sheridan

What ADA access would stations have with the proposed upgrades?

Various levels of station improvements and compliance with ADA are included under the different alternatives. Under the rehabilitation alternatives, the minimal standards to meet ADA requirements would be addressed. Requirements such as an elevator would be provided, but due to existing condition constraints, without major station overhaul the elevator might not be as convenient as would be desirable or the platform widths may not be as wide or geometrically proportioned as would be optimal.

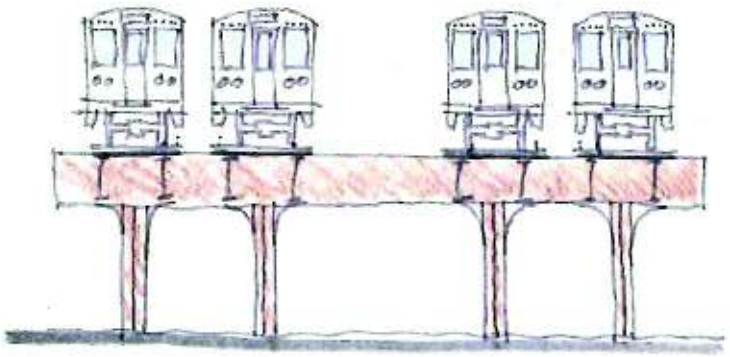
Under the modernization alternatives, the ADA improvements would fully address accessibility requirements and concerns, and would provide optimal configurations. This would include centralized access and wider and longer platforms in order the meet current and future needs.

Infrastructure Descriptions

The existing North Red and Purple Line alignments included in this study extend from just north of Belmont Station to Linden Terminal. The construction method varies along the length of the line. Between Belmont Avenue and Lawrence Avenue, the North Red Line is currently on open-deck, elevated, steel structure constructed in the early 1900s. Between Lawrence Avenue and Isabella Street, the North Red and Purple Lines are built on ballasted track on retained/sloped embankment constructed between 1910 and 1930. Between Isabella Street and the Linden Terminal, the ballasted tracks are at-grade. The following descriptions further explain the different types of infrastructure for the existing Red and Purple Lines.

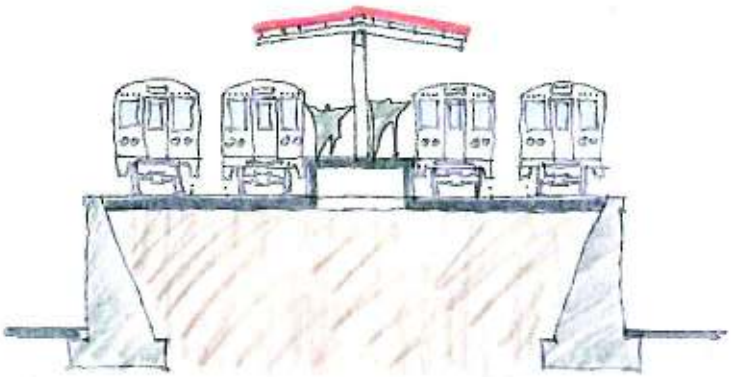
***North Red Line**: Belmont to Lawrence (open deck elevated steel structure)*

This section of the North Red Line consists of four open deck tracks constructed on an elevated steel structure. There are two stations with single, center island platforms: Addison and Wilson; Sheridan station has double island platforms. Each platform can accommodate eight car trains.



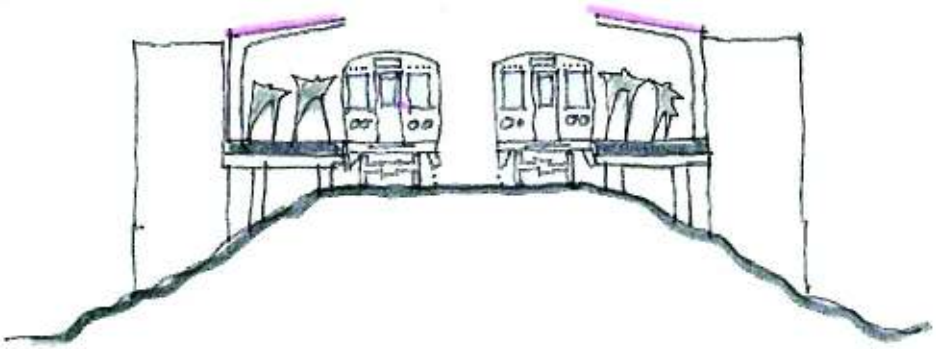
***North Red Line**: Lawrence to Howard (ballasted track on retained embankment)*

The North Red Line continues north as four ballasted tracks constructed on retained fill embankment with concrete and steel viaducts at cross streets and stations. There are nine stations with single, center-island platforms: Lawrence, Argyle, Berwyn, Bryn Mawr, Thorndale, Granville, Loyola, Morse, and Jarvis; Howard Street Station has double island platforms. Each platform can accommodate eight car trains.



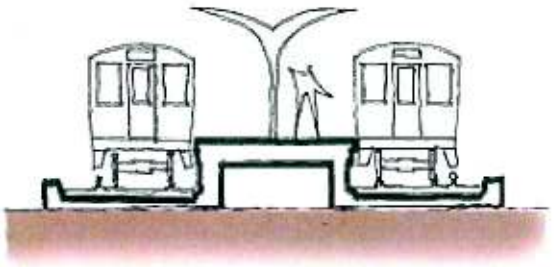
***Purple Line**: Howard to Isabella Street (ballasted track on sloped/retained embankment)*

This section of the Purple Line consists of two elevated ballasted tracks constructed on retained or sloped embankment with concrete and steel viaduct structures at cross streets and stations. There are four stations with center island platforms: South Boulevard, Foster, Noyes and Central; three stations have side platforms: Main, Dempster and Davis. Each platform can accommodate six car trains.



***Purple Line**: Isabella Street to Linden Terminal (ballasted track at-grade)*

North of Central Station, the Purple Line consists of two ballasted tracks constructed at-grade. There is one center island, six car length platform at Linden Terminal.



Viaduct Work

Why are viaduct upgrades important?
Most of the structures along the North Red and Purple Lines were constructed between 1900 and 1920 and are significantly past their useful life. The infrastructure condition has declined to the point that further deterioration may compromise service and operation of the system. Many of the structures have been shored with additional steel braces, but the concrete is in poor condition and there is exposed steel rebar in many locations.

What will be done to improve the viaducts?
There are three basic levels of improvements to structures proposed under the various alternatives:

- Minor Repair – would involve "patching-type" repairs. The life of the repairs will vary, but is usually less than five years.
- Major Repair – would involve more significant repairs, such as replacement of deteriorated steel members. The life of the repairs is generally about twenty years.
- Reconstruction – would involve complete removal and replacement of structures. The life of the reconstructed structures would be more than sixty years. Additional issues such as vehicle clearance and pedestrian visibility beneath the viaducts would also be addressed.

An inventory summary of viaduct work by alternative is:

	Evanston Branch	North Red Line
No Action	• Maintain temporary shoring • Minor repairs to 19 viaducts • Reconstruct 3 viaducts	• Maintain temporary shoring • Minor repairs to 44 viaducts • Major repairs to 2 viaducts
Basic Rehabilitation & Basic Rehabilitation with Transfer Stations	• Minor repairs to 9 viaducts • Major repairs to 15 viaducts • Reconstruction of 6 viaducts	• Minor repairs to 2 viaducts • Major repairs to 18 viaducts • Reconstruction of 28 viaducts
Modernization 3-Track & Modernization 4-Track	• Major repairs to 5 viaducts • Reconstruction of 24 viaducts • Reconstruction of retaining walls • Remove 1 un-used viaduct	• Major repairs to 1 viaduct • Reconstruction of 47 viaducts – new aerial structure
Modernization 2-Track Underground	• Major repairs to 5 viaducts • Reconstruction of 24 viaducts • Reconstruction of retaining walls • Remove 1 un-used viaduct	• Major repairs to 1 viaduct • Reconstruction of 14 viaducts – new aerial structure • Viaducts south of Loyola no longer in use • Close viaducts for inclines at 2 locations

U.S. Department of Transportation
Federal Transit Administration

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Ken Westlake's notes, USEPA.

CTA RED-PURPLE LINE MODERNIZATION 1/24/11 10^{30}

AGENCY SCOPING MEETING FOR EIS CTA offices 567 W Lake St.

Belmont to Howard and Linden

Steve Hands - CTA Project Mgr., Reggie Arkell - FTA Project contact for NEPA

Improvements proposed to bring this service into modern operation.

Project will be a Tier 1 EIS.
RTA is lead Fed agency. CTA is joint lead/local sponsor.
We are participating agency, unless we explicitly decline.
Will seek cooperating agency status.
Notice of Intent to prepare EIS published 1/3/11 in Fed Register.
Public scoping mtgs 1/24, 25, 26, and 27/11.
DEIS development during 2011-12. FEIS/ROD in 2012.
Tier 1 will evaluate entire corridor, cumulative impacts.
Will define purpose & need, broad alternatives.
Future discreet projects will be tiered off Tier 1 (EIS, EA, CATX

Red/purple line is 90-110 yrs old. Deteriorating track/structures/viaduct
Only 6 stations are ADA-compliant. Narrow platforms currently take 6-car trains.
Over 1,000 stakeholder comments in Vision study, shaped draft alternatives, and proposed P&N.
Want to serve evolving use patterns. 19% of all CTA rail trips on weekdays
Population is growing in corridor. 23% of all weekend CTA rail trips.
Service is highly congested, w/ reliability problems

1) No action alternative – Current level of maintenance. No improvements to longevity, accessibility, or capacity.

2) Basic Rehab Alternative – Mix of repair/rehab, replacement for 20 yrs. ~~add~~ continued service. Make all stations ADA compliant.

3) Basic Rehab w/ Transfer Stations – Add Red/Purple transfers at Loyola, Wilson. Widen platforms to 14' from current 12'

4) Modernization 4-track – Expand platforms to 8 car trains. Some station consolidation. Foster, South stations, Jarvis, Thorndale, Laurence stations would be closed, w/ adjacent stations getting add'l entrances. Would replace earth embankment Howard/Laurence w/ elevated structure.

5) Modernize 3-track – Eliminate 1 track Bryn Mawr to Howard to allow wider platforms, only peak hours main direction express

6) Modernization 2-track underground. No express service. Add stations, no transfer needed at Howard. Subway Loyola to Belmont.

Under modernization, current 12' wide platforms would be widened to 24'.

All alternatives would maintain weekday minimum 2 track service, possibly 1-track service or temp outages on weekends.

Discussion

Will waste materials (steel, concrete, etc.) be recycled? Will investigate to maximize recovery.

Station consolidation will reduce travel time on rail, but may add walk time for some patrons.
Will include travel time differences in project alternative conclusions.
Current system has reverse commute express to Horsham purple line. 3-track alternative would eliminate these.

Yellow Line extension is not a funded project yet, so it's not included in 2030 ridership projections.
[redacted] Design year is 2030.
Worst case scenario for add walking for station consolidation is 3 blocks
Criteria for consolidation included station proximity, ridership levels, and bus connections.
Will station consolidation be coordinated to ensure ADA access? Upgrading stations will overall improve ADA accessibility. Need to say whether every secondary entrance would be accessible.

Proposed station consolidations are not set. Could be modified based on scoping comments. Need to consider impacts on businesses. CTA sees redevelopment opportunities at existing, modified stations for all alternatives except no-build.

This project is tied to overall red line renewal, including Red Line south extension

How has travel demand shifted?
CTA has analyzed ridership trends at stations. EIS can evaluate system performance of each alternative.

How are other modes considered?
Demand model include Metra, PACE, CTA buses network.

EPA - Urged them to analyze ridership shifts onto rail from private cars, trucks. Factor that into air quality impacts.
CTA - Will do that.

Final station options will look at integration of other modes (eg. bus transfer stations, park & ride, bike).
Costs estimated to date don't include these secondary elements.

KW - Urged consideration of green bldg / lighting, energy efficiency.

CTA - Ability to accommodate A/C power cars (20% more efficient than current DC fleet) is biggest potential energy benefits

Alternatives currently at conceptual stage. Could be modified based on scoping analysis.

Will do vehicular traffic analysis as part of EIS.

Content of Tier 2 would depend on what the Tier 1 ROD selects.
Example - if subway is chosen, they might not rehab a viaduct.

~40 oriducts in current project area.

Written comments requested by 2/18/11.